

**City of Greensboro Planning Department
Zoning Staff Report
May 10, 2004 Public Hearing**

The information provided in this staff report has been included for the purpose of reviewing proposed zoning changes. Since the zoning process does not require a site plan, there may be additional requirements placed on the property through the Technical Review Committee process to address subdivision and development regulations.

Item: Item F
Location: On the north side of Interstate 40, south of Neville Road, and west of Triad Drive
Applicant: Charles E. Melvin, Jr.
Owner: Bland Enterprises, LLC
From: CD-LI
To: CD-LI

- Conditions:**
- 1) Uses: All those uses permitted in the LI zoning district except no new billboards will be permitted.
 - 2) No access will be provided to Neville Road, except for employee parking, until such time as the properties to the east and west are also zoned to an LI or similar zoning district.
 - 3) Triad Drive will be extended to the property as the primary access for the property.

SITE INFORMATION	
Existing Land Use	Vacant
Acreage	20.549
Physical Characteristics	<i>Topography:</i> Mostly flat with downward slope westward <i>Vegetation:</i> Wooded <i>Other:</i> n/a
Overlay Districts	n/a
Historic District/Resources	n/a
Generalized Future Land Use	Industrial/Corporate Park
Other	n/a

SURROUNDING ZONING AND LAND USE		
Location	Land Use	Zoning
<i>North</i>	Single Family Dwellings (4)	Co. AG
<i>South</i>	Holox LTD Interstate 40	Co. CU-HI, Co. LI
<i>East</i>	Single Family Dwelling/Vacant	Co. AG, LI
<i>West</i>	Vacant, Rural Residential	Co. AG

ZONING HISTORY		
Case #	Year	Request Summary
3083	2002	The original zoning of this property to CU-LI, now CD-LI, was favorably recommended by the Zoning Commission in October 2002. It was approved by City Council in November 2002 with an effective date of January 31, 2003.

DIFFERENCES BETWEEN CD-LI (EXISTING) AND CD-LI (PROPOSED) ZONING DISTRICTS
CD-LI: LI is primarily intended to accommodate limited manufacturing, wholesaling, warehousing, research and development, and related commercial/service activities which, in their normal operations, have little or no adverse effect upon adjoining properties. A condition of the current zoning is that there will be no access to Neville Road until such time as the surrounding properties are also zoned to an LI or similar zoning district.
CD-LI: A proposed condition would prohibit access to Neville Road, except for employee parking, until such time as the surrounding properties are also zoned to an LI or similar zoning district.

TRANSPORTATION	
Street Classification	Neville Drive - Local Street, Triad Drive - Local Street
Site Access	Maximum of one access via Triad Drive and a maximum of one employee parking only access to Neville Drive.
Traffic Counts	N/A.
Trip Generation	N/A.
Sidewalks	N/A.
Transit	No.
Traffic Impact Study	Not required.
Other	Street Connectivity: See GDOT comments.

ENVIRONMENTAL REVIEW	
Water Supply Watershed	Yes, Upper Randleman Lake
Floodplains	Non-FEMA
Streams	None identified.
Other	n/a

CONNECTIONS 2025 COMPREHENSIVE PLAN POLICIES

Connections 2025 Written Policies:

POLICY 7C: Ensure that city land use policies and regulations allow for an adequate supply of land to accommodate economic development.

POLICY 7C.1: Ensure that adequate land is zoned and has infrastructure available for the various stages of business development.

Connections 2025 Map Policies:

The area requested for rezoning lies within the following map classifications:

Industrial/Corporate Park: This designation applies to areas where present or anticipated uses include both light and heavy industrial uses, such as manufacturing, assembly, and fabrication; wholesaling and distribution; and corporate office and technology parks, which may be introduced to replace older heavy industrial uses. Although new residential development is discouraged in areas designated for this land use category, pre-existing residential uses may be present in or adjacent to these areas. As established industrial areas redevelop, such residential, institutional, or similar uses should be protected from adverse impacts (heavy truck traffic, significant outside storage, factors such as noise, dust, and glare, etc.) through performance-based standards, buffers, and proper separation from noxious uses.

Airport Noise Impact Area: Derived from the Airport Area Plan adopted by Guilford County and endorsed by the City of Greensboro in 2002, the Airport Noise Impact Area is defined by the 60 DNL noise contour associated with airplane traffic. Residential land uses are discouraged within this area due to noise impacts.

CONFORMITY WITH OTHER PLANS

The following aspects of relevant plans may be applicable in this case:

City Plans: This request is consistent with the Airport Area Plan which was endorsed by City Council on June 18, 2002 as a guide to future growth and development in the airport area. The plan designates this extended area as Nonresidential in terms of land use.

Other Plans: N/A

STAFF COMMENTS

Planning: This property was zoned CU-LI by Guilford County prior to the 2002 request for annexation and original zoning. The original zoning contained a condition that enhanced the proposal which was that Triad Drive be extended to the property as the primary access. At that time, a condition was included that prohibited access to Neville Road until such time as the properties to the east and west were zoned to LI or a similar zoning district. That condition was primarily intended to restrict truck traffic on Neville Road in conjunction with use of the subject property for a Mack Truck distributorship. The current request modifies that condition to permit employees to access the site for parking purposes. A site plan is being developed which provides for an employee parking lot on the north side of the property between the proposed principal building and Neville Road. Such a parking lot would require access to Neville Road.

At the time of original zoning, staff pointed out that the area north of this property extending to West Market Street and back to Sandy Ridge Road is, for the most part, zoned industrial or is definitely trending in that direction and that the original zoning request was compatible with that trend in land use. For example, a recent original zoning to Light Industrial was established for

the property on the north side of Triad Drive west of Sandy Ridge Road. That parcel, just east of the subject property, was annexed into the city on June 30, 2003.

This property lies within the 60 DNL noise contour which, in this area, includes the area south of and west to the terminus of Neville Road. This noise contour was used in the Airport Area Plan to define a “noise impact area” and to divide the planning area into “residential” and “nonresidential” categories. Industrial zoning for this property is consistent with both the Airport Area Plan and the Generalized Future Land Use Map of Connections 2025 which designates this area as Industrial/Corporate Park.

GDOT: Neville Road is a state maintained street outside the City limits of Greensboro. The street connection of Cider Road will be reviewed/evaluated through the City’s street connectivity policy and process. If this connection is deemed needed then Cider Road will need to be extended southward to connect Farrington Road and Triad Drive and built to city standards.

Water Resources: No additional comments.

HCD: No comments.

STAFF RECOMMENDATION

Based on all the information contained in this report, the Planning Department recommends approval.

ADDITIONAL INFORMATION

N/A